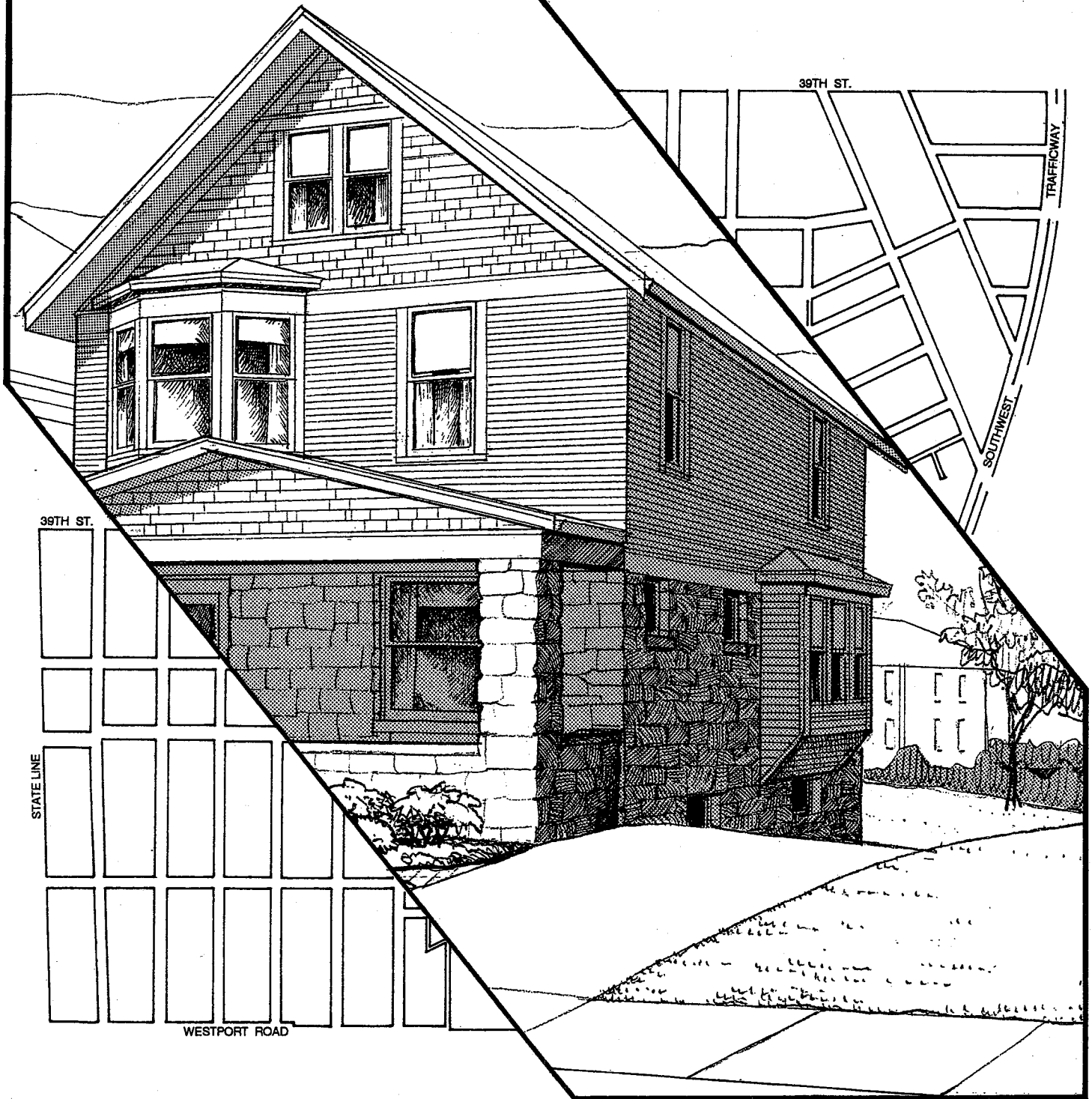


# SOUTH VOLKER NEIGHBORHOOD PLAN



APPROVED BY KANSAS CITY, MO. CITY COUNCIL, NOV. 1989

# **SOUTH VOLKER NEIGHBORHOOD PLAN**

Approved by  
City Council  
Resolution No. 64634  
November 16, 1989

Approved by  
The City Plan Commission  
October 17, 1989

City Development Department  
Planning and Urban Design Division  
City of Kansas City, Missouri  
October, 1989



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## PREFACE

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In March, 1987, the City Development Department met with the Housing Committee of the Volker Neighborhood Association to discuss the possibility of preparing a neighborhood plan. Concerns relative to possible duplex construction in the area, possible intensification of uses on 39th Street and Westport Road, and possible increases in traffic on neighborhood streets precipitated neighborhood interest in doing a plan.

The Housing Committee met with staff from the City Development and Transportation Departments numerous times and helped immeasurably in the preparation of this plan. After several public meetings and opportunities for public input into the plan, the Volker Neighborhood Association met and approved the plan in May 1988.

This plan covers the southern half of the Volker neighborhood, south of 39th Street. The neighborhood association hopes to prepare a plan for the northern half of the neighborhood after this plan is completed.

City Development staff who prepared this plan are Bob Miklo and Robert Langenkamp, under the supervision of Judy Hansen, Chief of the Planning and Urban Design Division of the City Development Department. Wayne Feuerborn and Pat McGowan of the City Development Department provided valuable assistance, particularly on the design and renovation guidelines.

We would like to thank the Volker Neighborhood Association, especially its Housing Committee, the 39th Street Business Association, other area organizations, interested neighborhood residents, and the City Transportation/Public Works Department who all contributed greatly to this project.

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# **SECTION I**

## **INTRODUCTION**

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## **INTRODUCTION**

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This plan has been prepared in response to increased development in and near the Volker Neighborhood. This plan is intended as a supplement to the Westport Planning Area Plan, providing an in-depth study of neighborhood issues. Many changes have occurred in Volker and the area around it since 1972, including the rehabilitation of many houses and apartments, the development of Westport Square, the development of the Country Club Plaza area into a luxury shopping area and office center, and the construction of many new apartment buildings and duplexes. These changes have created a need for a plan in the South Volker neighborhood.

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## **DESCRIPTION OF SOUTH VOLKER**

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Located in the Midtown section of Kansas City, Missouri, the Volker Neighborhood is a predominately residential neighborhood offering a variety of housing types and styles ranging from small and large single-family homes to apartments which are generally found in 6-plex buildings. There are also seven larger apartment complexes containing ten or more units located in the vicinity of Roanoke Road and Southwest Trafficway. Most non-residential uses within the neighborhood are located on 39th Street and Westport Road. These two commercial streets provide retail services to the neighborhood and also attract customers from other parts of the metropolitan area. There are no industrial uses or major employment sites within the neighborhood, but the University of Kansas Medical School, located immediately to the west of the neighborhood across State Line Road, is a major influence on the economy and character of the neighborhood.

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## **PURPOSE**

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The purpose of this plan is to guide future development within the neighborhood and to identify existing neighborhood problems and possible solutions. The plan focuses on the southern portion of the neighborhood, or the area located between 39th Street on the north, Westport Road on the

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south, Southwest Trafficway on the east, and State Line Road on the west, as shown on Exhibit 1. It was decided to focus on the southern section of the neighborhood first because it is close to areas of major development such as the Plaza area, the area surrounding Westport Square, and the KU Medical Center. The northern section of the neighborhood (the area north of 39th Street) may be addressed by a separate plan at a later date.

## **BASIC GOALS**

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The basic goals of the plan are to:

- 1) preserve and upgrade the existing housing stock;
- 2) assure that infill or new development is compatible with existing development;
- 3) provide a proper transition and buffering between commercial and residential development;
- 4) discourage through traffic on residential streets;
- 5) serve as a guide for capital improvements within the neighborhood; and
- 6) provide guidelines for maintaining and improving the appearance of the neighborhood.

These goals are discussed in more detail in Section II of this plan.

## **ISSUES**

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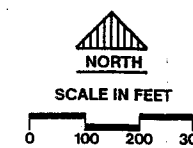
Early in the planning process, and with the input of area residents and property owners, several issues were identified, including potential problems and opportunities to be addressed by this plan. These issues, which are addressed in detail in Section II, are outlined below.





# **SOUTH VOLKER NEIGHBORHOOD PLAN**

## **PLANNING AREA**



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1. Increasing commercial and office development in the vicinity of Westport Square and the Country Club Plaza may result in pressures to increase the residential density of the Volker neighborhood. If uncontrolled, this pressure may lead to the replacement of existing single-family homes with duplexes or apartments and result in a change in character of the neighborhood.

2. The increase in the intensity of development east of the Southwest Trafficway may lead to an increase in through traffic (vehicles which do not have a destination in the neighborhood) on residential streets.

3. The commercial development on Westport Road and 39th Street has major impacts on the adjacent residential property. Westport Road has been in a state of transition from a residential and neighborhood oriented commercial street to a street of businesses, such as fast food restaurants and convenience stores, which cater to through traffic. If uncontrolled, development on 39th Street may undergo a similar type of transition. The late operating hours, increased traffic, noise, need for parking and possible sale of alcohol associated with such development may result in disruption of adjacent residential properties and may result in proposals to rezone residential properties for commercial uses.

4. Areas on the periphery of the neighborhood, such as Wiedenmann Place, Greenwood Place and the 3900 block of State Line Road, which are now zoned and used for residential purposes, may in the long term be areas where redevelopment is proposed. Uncontrolled redevelopment at these sites could have a negative impact on the surrounding community.

5. The design and materials of some of the duplexes and apartment buildings recently built in the area are out of character with the design and materials of the older bungalows, four square and "shirtwaist" style houses which are characteristic of the neighborhood. Such new development, which is insensitive to the style of existing

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surrounding development, detracts from the cohesiveness and overall appearance of the neighborhood.

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## **SECTION II**

# **ANALYSIS AND RECOMMENDATIONS**

## **ANALYSIS AND RECOMMENDATIONS**

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By examining the existing conditions of the planning area, problems can be identified and proposals for solving identified problems can be put forth. An inventory of existing conditions can also be used as a benchmark to which future development can be compared. For purposes of this plan, five principal categories of conditions will be examined. These include demographics, building conditions, land use and zoning, traffic, and aesthetics. Following discussion of existing conditions, goals for the neighborhood and recommended methods of achieving those goals are discussed.

### **DEMOGRAPHICS**

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The following data is from the 1980 Census of Population and Housing, U.S. Department of Commerce, Bureau of the Census and from the City Assessor's office. According to the 1980 Census, Volker neighborhood had a total population of 4,897 person. South Volker (the planning area) had a population of 3,115 persons, or 64% of the neighborhood's total population.

Within the planning area there were approximately 1,556 households, with an average household size of 2.0 persons. This average household size was slightly smaller than the average household size for the city as a whole (2.5 person per household).

Of the total 1,466 occupied housing units in the planning area, approximately 883 (60%) were rental units and approximately 583 (40%) were owner occupied. The high percentage of rental units is a reflection of the concentration of apartment buildings along 41st Street Place and on Roanoke Road and Clark Street. The other streets within the planning area have more of a single family character and have a higher percentage of owner occupancy. Data from the City Assessor's Office indicate that 71% of the approximately 525 single family dwellings located within the area are owner-occupied. Approximately 215 or 24% are renter-occupied.

Approximately 40% of the 50 duplexes within the area are owner-occupied (the owner of the duplex lives in one of the two units). Exhibit 2 depicts single-family and duplex properties that are absentee owned.

The tables below compare building permit activity between the periods of 1970-1979 and 1980-1988.

#### RESIDENTIAL

	New Units		Existing Units	
	1-Family	Multifamily	Alterations	Additions/Repairs
1970-79 (10 yrs)	0	9	52	46
1980-88 (9 yrs)	1	114	46	41

#### NON-RESIDENTIAL

	New	Existing	Repairs
		Additions/Alterations	
1970-79 (10 yrs)	13	29	10
1980-88 (9 yrs)	17	48	3

#### DOLLAR INVESTMENT

	Residential		Non Residential	
	New	Existing	New	Existing
1970-1979	0	\$397,000	429,000	\$232,800
1980-1989	\$3,514,800	\$3,182,700	614,800	\$1,333,700

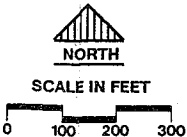
The figures above point out several trends. One is a significant increase in the dollar amount of reinvestment in the existing housing stock, even after inflation. At the same time, redevelopment to multifamily use has become a major factor in the local housing market. This is a viable low-density residential area but faces redevelopment pressure for multifamily units. There has also been an increase in the amount of non-residential development. The most dramatic part of this increase has occurred as additions and alterations to existing structures.



# **SOUTH VOLKER NEIGHBORHOOD PLAN**

## **ABSENTEE OWNERSHIP**

● (ONE AND TWO-FAMILY DWELLINGS)



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## **HOME OWNERSHIP**

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One of the goals for the neighborhood is a high level of owner occupancy. The following activities will help achieve this goal by promoting the neighborhood as an attractive location for home ownership in the following ways:

- 1) A pamphlet will be produced for perspective home buyers and made available to realtors who work in the Mid-town area. It will contain a neighborhood profile including information about housing styles available within the neighborhood, information about products and services available within the vicinity, and information about the activity of area neighborhood and business associations.
- 2) Through the general activities of area neighborhood organizations, including working to improve the appearance of the neighborhood, exclusion of incompatible land uses, provision of public services and improvements, and exclusion of through traffic from residential streets, efforts should be made to maintain and improve the desirability of the neighborhood as a place to live.

## **BUILDING CONDITIONS**

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The exterior building conditions of structures within the planning area are depicted in Exhibit 3. Buildings were rated as being in very good, good, fair, poor or substandard condition as outlined below:

- 1) Very good - new construction or maintained in a superior manner and thus require no repairs.
- 2) Good - contain no defects or only minor defects which may be corrected by normal maintenance, such as painting.
- 3) Fair - although structurally sound, contain defects which require corrective action beyond normal maintenance such as replacement of roofing, siding, doors or windows.
- 4) Poor - although not an immediate safety hazard, contain



major defects of structural elements, such as foundation, walls or roofs. Repair of buildings which are rated as being in poor condition is often economically infeasible. No buildings within the planning area were rated as poor.

5) Substandard - deteriorated to such an extent that they are a hazard to health and safety. In most cases rehabilitation is infeasible. No buildings within the planning area were rated as substandard.

Most buildings within the planning area were found to be in very good or good condition. Approximately 36% were in very good condition; approximately 56% were in good condition; and approximately 8% were in fair condition. No structures within the planning area were found to be in poor or substandard condition. The structures found to be in fair condition, indicating a need for repairs, were generally single-family homes that needed painting, roof repairs or window repairs.

It should be noted that some of the structures identified as being in fair condition at the time the building conditions survey was conducted, have since been repaired and are now in good or very good condition. The purpose of the building conditions survey is not identification of individual buildings in need of repair, but rather the identification of areas of the neighborhood where there are several deteriorating buildings and a concentrated rehabilitation program may be necessary. As shown by Exhibit 3, buildings in fair condition are scattered throughout the area. Small groupings of such buildings are located in the vicinity of 40th Street to 41st Terrace and on 39th Street Terrace. However no particular area of the neighborhood contains a large concentration of buildings needing repair.

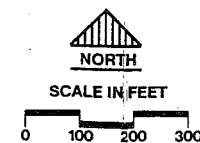
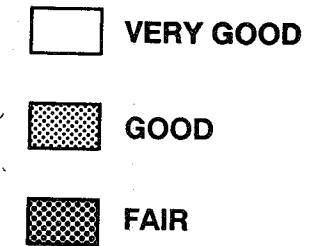
#### **Enforce Property Maintenance Code**

One of the goals for the neighborhood is to maintain and upgrade where necessary the condition of properties within the neighborhood. In order to achieve this goal,



## SOUTH VOLKER NEIGHBORHOOD PLAN

### EXISTING BUILDING CONDITIONS



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enforcement of the property maintenance code should be pursued as follows:

- 1) Neighborhood residents should report possible code violations to the property maintenance inspectors in the Neighborhood and Community Services Department. The neighborhood should publicize this mechanism through bi-monthly general meetings and through neighborhood newsletters.
- 2) The neighborhood should apply to participate in the systematic inspection program every five years.

## **LAND USE AND ZONING**

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As shown in Exhibit 4 the predominant land use within the planning area is single-family residential. The area contains approximately 525 single-family houses. There are also approximately 50 duplexes within the area. Some of these duplexes were originally built as single-family houses but were later converted to two-family dwellings. Others were originally built as duplexes. More recently, new duplexes have been built in the 4200 block of Wyoming Street and the 3900 block of Terrace Street. A few single-family structures have been converted to apartment buildings with three or more units. Most of the single-family houses within the area were built between 1900 and 1930. A few of houses, such as those on 41st Street, were built before 1900.

The planning area also contains concentrations of apartment buildings on 41st Street Place and in the 4100 block of Roanoke and Clark streets. Most of these apartment buildings were built after 1945. In some locations several single-family homes were razed to make room for their construction. The area located between Holly Street and Southwest Trafficway was rezoned from R4 (apartments) to R2b (duplex) in the late 1970's in order to bring the zoning in line with the density proposed in land use plans for the area, in particular, the Westport Plan. There are also approximately 20 older apartment buildings, which were built prior to the adoption of zoning in 1923, scattered throughout the area. Most of these apartment buildings contain four to six units

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and are of a scale which integrates into the single-family character of the neighborhood. Overall there are approximately 55 apartment buildings, containing approximately 890 units, located within the planning area.

With the exception of a small commercial building at the southeast corner of 41st Street and Holly Street and an antique shop located at 4200 Genessee, all commercial land uses within the area are located adjacent to 39th street, Westport Road, or Southwest Trafficway. Commercial uses include restaurants, retail shops, bars, small office buildings and a community shopping center containing a grocery store and several small retail shops.

There are eight public/institutional uses located in the planning area, including eight churches, one of which has an affiliated elementary school. A former institutional use, the Calvary Bible College, may be converted into a residential community for the elderly if the present redevelopment plans are successful.








The existing zoning pattern of the planning area is shown on Exhibit 5. There are corridors of C2, local retail business, zoning along 39th street and Westport Road. The commercial zoning along those two streets generally covers one lot depth or approximately 100 feet on either side of the street. As shown on Exhibit 5, there are CP (planned business center), and R4O (low apartments--administration office) zoning districts located at the northwest corner of the intersection of Southwest Trafficway and Westport Road.

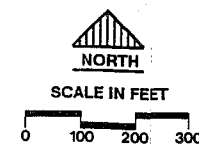
Another planned district, PD/R5-PD/C2, is located at the former site of the Calvary Bible College, and allows the redevelopment of the site for residential uses. Three multifamily zoning districts, including two R4 districts (low apartments) and an R5p (planned apartments) district, are located within the area as shown on Exhibit 5. The remainder of the area is zoned R2b (two family dwellings).

There are three major land use and zoning issues addressed by this plan. These issues are 1) density of residential development, 2) relationship of commercial and residential

# SOUTH VOLKER NEIGHBORHOOD PLAN

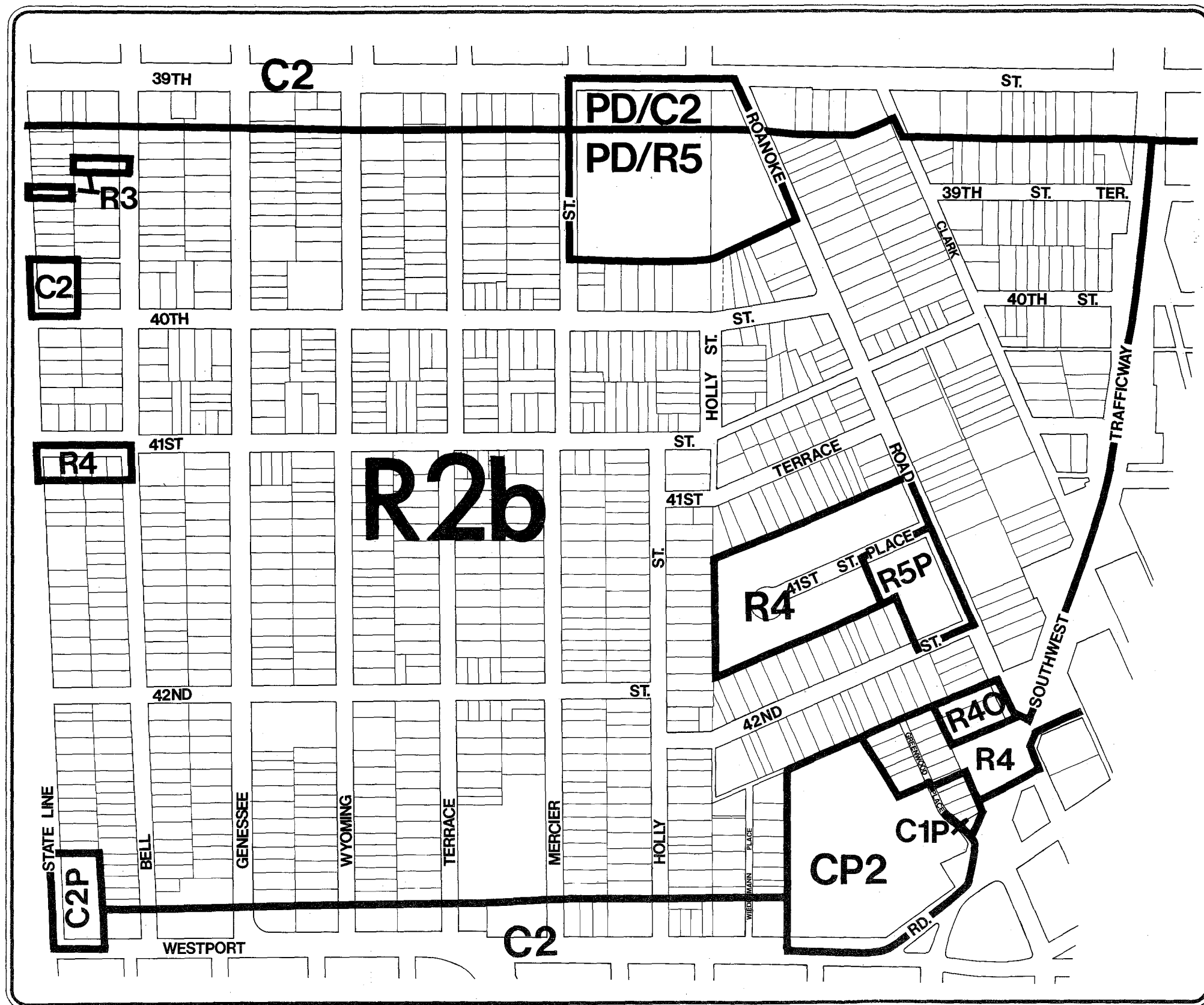
## EXISTING LAND USE

-  1 AND 2 FAMILY DWELLINGS
-  3 TO 6 FAMILY DWELLINGS
-  7 AND ABOVE MULTIFAMILY
-  OFFICE
-  RETAIL COMMERCIAL
-  INSTITUTIONAL
-  VACANT LAND OR BUILDING



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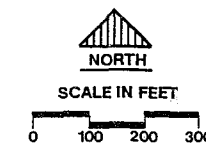




## SOUTH VOLKER NEIGHBORHOOD PLAN

### EXISTING ZONING DISTRICTS

R2b	TWO-FAMILY DWELLINGS
R3	LOW APARTMENTS, LOW DENSITY
R4	LOW APARTMENTS
R40	LOW APARTMENTS/OFFICE
R5p	HIGH APARTMENTS
PD/R5	PLANNED HIGH APARTMENTS
C1p	NEIGHBORHOOD RETAIL, LIMITED
C2p	LOCAL RETAIL, LIMITED
CP2	LOCAL PLANNING BUSINESS CENTER
PD/C2	PLANNED LOCAL RETAIL
C2	LOCAL RETAIL



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development, and 3) areas where redevelopment might occur in the long term. Following each issue are goals and proposals for achieving these goals:

### **1) Residential Density**

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The present infrastructure and street network are designed to serve the existing density of residential development in Volker. The conversion of single-family homes into duplexes or the construction of more multifamily developments within the planning area would lead to an increase in density and traffic, and a shortage of on-street parking spaces within the neighborhood. The present R2b zoning that covers most of the neighborhood allows single family homes on lots of 5,000 square feet or larger, or duplexes on lots which are 6,000 square feet or larger. Exhibit 6 provides a comparison of the minimum lot area requirements for single family dwellings and duplexes in the R2a and R2b zoning districts. The present R2b zoning could serve as an incentive for the replacement of single family houses with duplexes on lots which meet the 6,000 square foot minimum lot requirement for duplexes, thus creating higher densities inconsistent with street and infrastructure capacity.

Exhibit 7 depicts lots within the area which contain 6,000 to 9,999 square feet. Under the current zoning these lots could be used for duplexes. Rezoning of the area from R2b to R2a, which requires 10,000 square feet of lot area for duplexes, would prevent the development of duplexes on most lots within the planning area and would maintain the density at an acceptable level.

### **Enforce Existing R2b Zoning Requirements**

A basic goal for the neighborhood is to preserve and upgrade the current character of the area, which is relatively low density and predominantly single-family residential. The following objectives and policies are intended to help assure that this goal is achieved:

- a. Through general meetings and the neighborhood newsletter, the neighborhood should educate property own-

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ers regarding the allowed uses, area-per-dwelling requirements and other requirements of the R2b zoning district.

b. Residents should be encouraged to report violations of the zoning regulations to the Codes Administration Department.

#### Change Zoning to R2a

Zoning in South Volker should be changed from the existing R2b classification to the R2a classification. Such a zone change would mean that only those units on large enough lots could be converted to duplexes and would discourage the removal and replacement of single-family homes with duplexes, thus maintaining the area's density at an acceptable level.

#### Infill Development

Rezoning or variances which would allow an increase in the residential density of the neighborhood generally should not be approved. In areas of the neighborhood where minor variances or redevelopment may be appropriate, however, rezonings or variances may be appropriate if the proposed development adheres to the architectural guidelines contained in Appendix A. The intent of this policy is not to encourage large scale redevelopment within the neighborhood but to encourage redevelopment of small areas where a better design could alleviate present problems or conflicts. Generally, areas appropriate for such small scale redevelopment would be near the exterior of the neighborhood, and would be subject to traffic problems and/or conflicts between existing low density residential development and adjacent non-residential development.

### **2) Relationship Between Commercial and Residential Development**

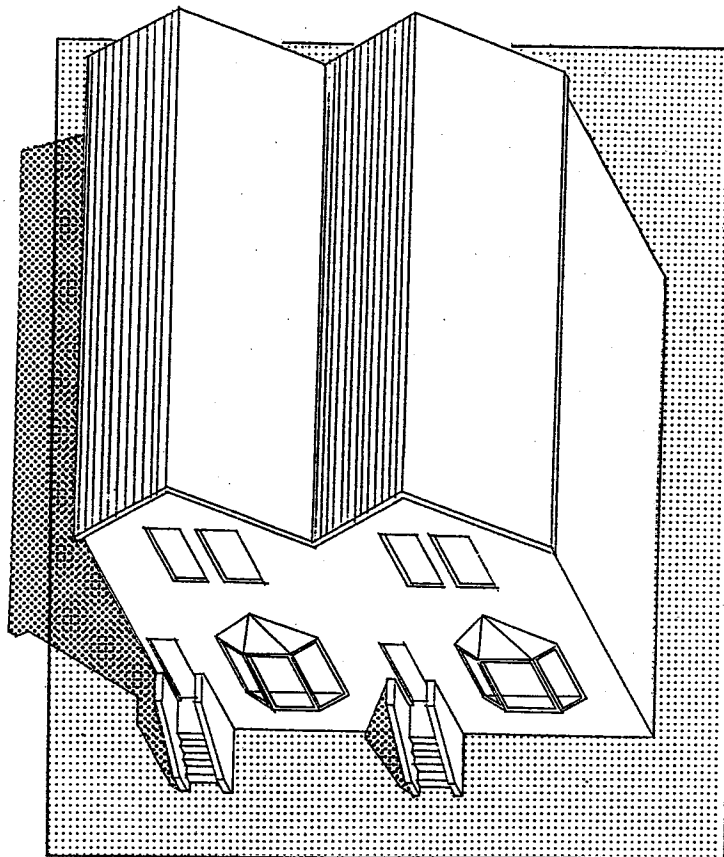
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The second major land use issue identified in the planning process was the relationship between commercial and residential development. Commercial development along

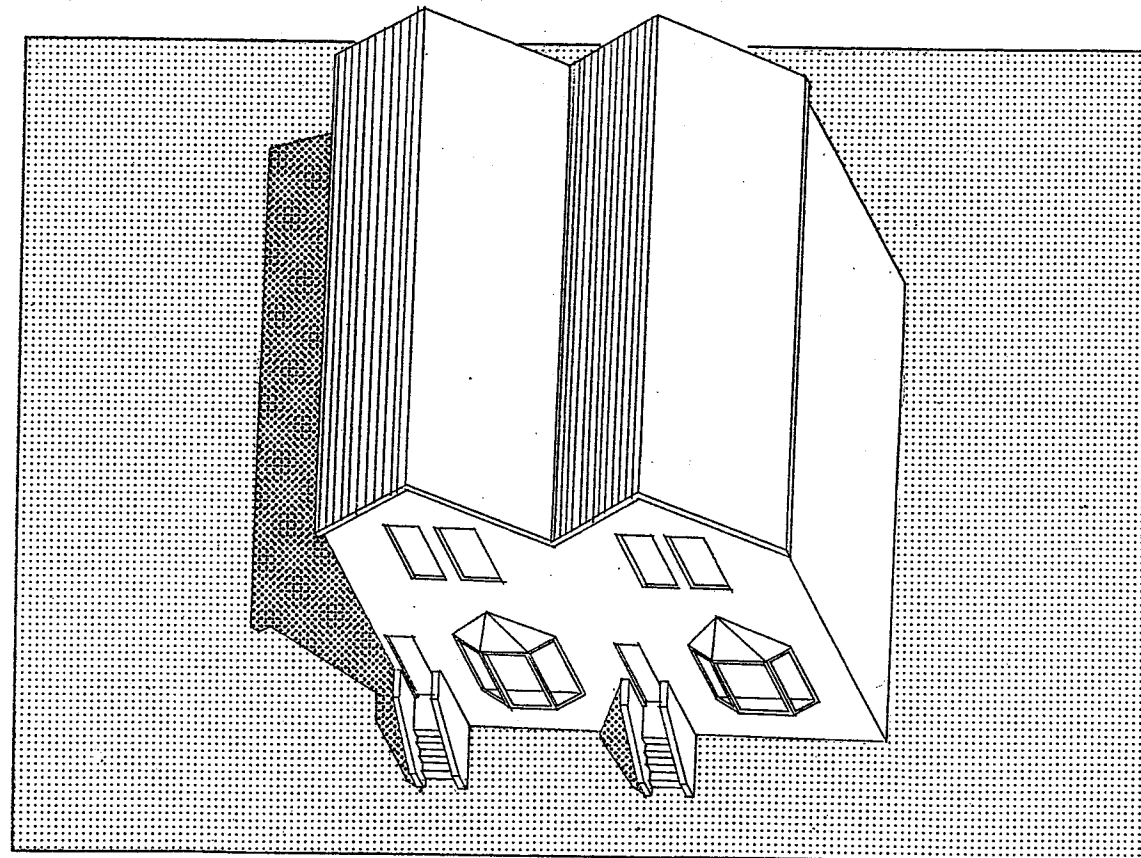


# **SOUTH VOLKER NEIGHBORHOOD PLAN**

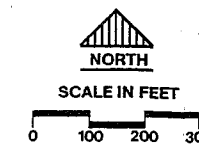
## **COMPARISON OF MINIMUM DUPLEX LOT SIZE IN R2a AND R2b DISTRICTS**



**6,000 SQUARE FEET REQUIRED  
PER DUPLEX IN R2b DISTRICT**



**10,000 SQUARE FEET REQUIRED  
PER DUPLEX IN R2a DISTRICT**

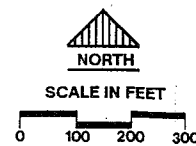
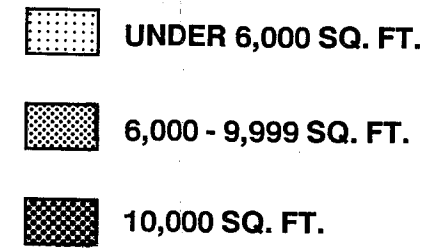


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## SOUTH VOLKER NEIGHBORHOOD PLAN

### LOT AREA



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39th street and Westport Road has both positive and negative impacts upon adjacent residential properties. Some commercial activities located on these streets are beneficial because they provide goods and services to neighborhood residents. Commercial developments that are not properly located, however, may have negative impacts upon adjacent residential properties. These impacts may include increased traffic, noise, and parking on residential streets, and the unaesthetic appearance of commercial parking lots and some commercial buildings. Establishments that sell alcoholic beverages are of particular concern because of the disruptive activity, such as late night pedestrian and automobile traffic on residential streets, and noise associated with such businesses.

Exhibit 8 depicts the locations of businesses on 39th Street and Westport Road that sell package liquor or liquor by the drink. Table I below lists the number of such uses according to four categories.

**TABLE I    NUMBER OF LIQUOR LICENSES**

Type of Business	39th Street	Westport Road
Bar/Night Club	3	2
Restaurant/Bar	7	4
Package Liquor*	2	4
Liquor Store	1	2
Total	13	12

\*Sold in Convenience or Grocery Store.

As shown on Exhibit 8 and Table I, Westport Road and 39th Street have 12 and 13 liquor permits respectively. On 39th Street establishments which sell alcohol are concentrated between State Line Road and Genessee. There are a total of nine such businesses within this two block area. On Westport Road such establishments are distributed along the length of the street. However, there are two locations along Westport Road where there are three such businesses within one block.

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A concentration of more liquor selling establishments on 39th Street and Westport Road may result in the creation of night-time-oriented entertainment districts. Increased traffic and parking on residential streets, and proposals for establishing parking lots on existing residential lots are possible negative impacts that may result from such development. Also, the allocation of more buildings for night-time-oriented business may decrease the day-time activity along 39th Street and Westport Road and thus decrease the viability of businesses that serve the neighborhood during the day.

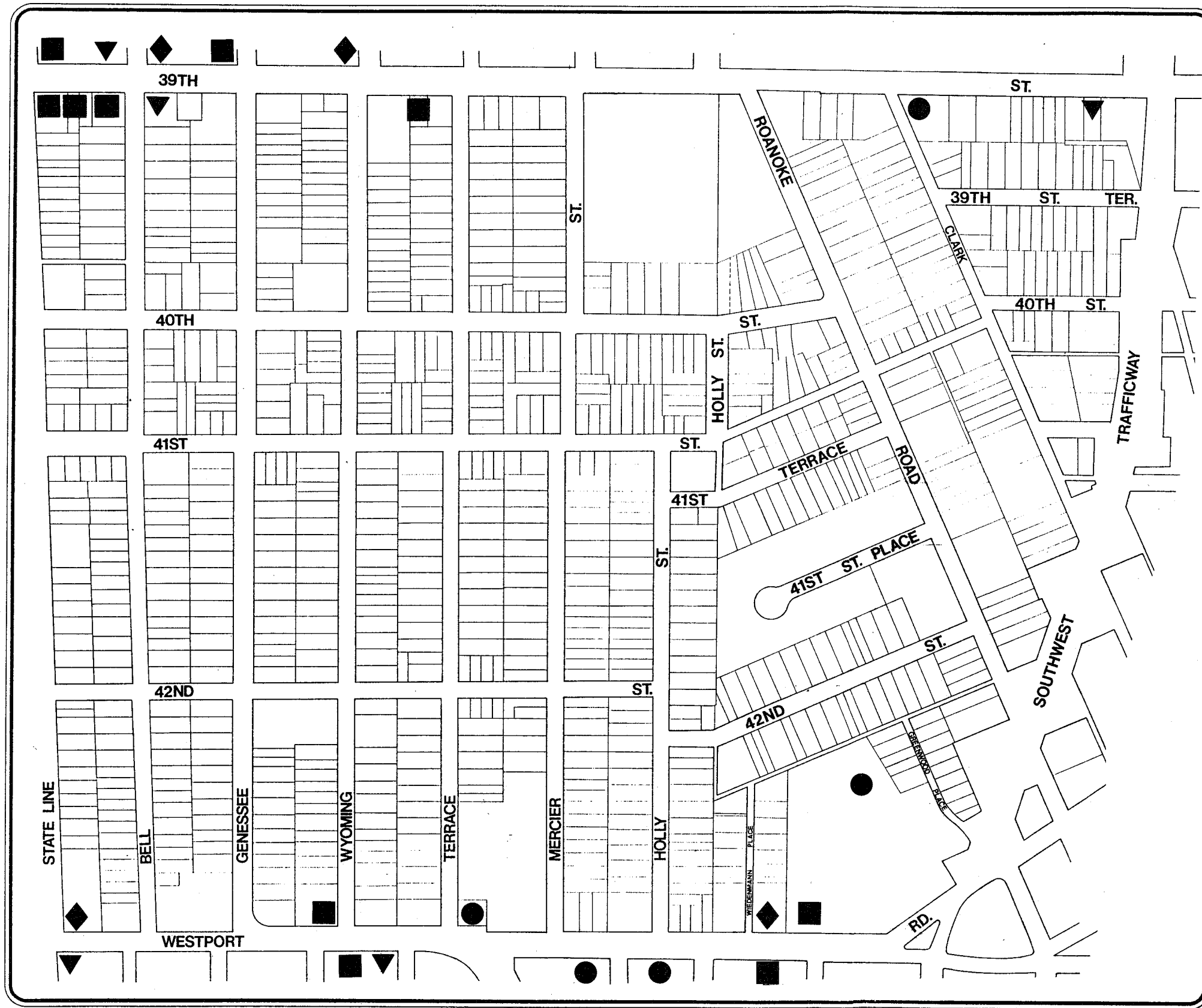
The provision of a proper relationship between commercial activity and residential development is a basic goal of this plan. In order help achieve this goal the following actions should be implemented.

#### Limitation of Liquor Licenses

The number of permits for businesses that sell alcoholic beverages should show no "net increase" above the present level because a concentration of such businesses would threaten the residential character of the neighborhood by increasing traffic and on-street parking and by increasing late-night noise in residential areas. Future liquor licenses should be carefully scrutinized and evaluated based on the availability of on-site parking, distance from residential areas, and screening from residential areas. Individual applications for 3:00 a.m. closings may result in an adverse impact on residential areas and should be carefully scrutinized and evaluated based on the availability of adequate on-site parking, distance from residences, and screening from residential areas.





#### Rezoning for Commercial Uses

Generally, properties which are currently zoned residential should not be rezoned for commercial uses. The current C2 zoning on Westport Road and 39th Street should not be extended beyond its present depth, which is approximately 100 feet on either side of these two streets. Parking for

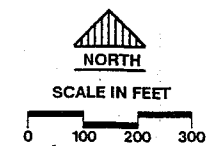


## SOUTH VOLKER NEIGHBORHOOD PLAN

### EXISTING LIQUOR PERMITS

-  BAR/NIGHT CLUB
-  RESTAURANT/BAR
-  PACKAGE LIQUOR\*
-  LIQUOR STORE

\*Sold at convenience or grocery store.



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commercial uses should also be contained within the boundaries of the current C2 zoning.

#### Develop C2a and C2b Zoning Districts

The City should consider amending the zoning ordinance in order to divide the present C2 (local retail business) district into two districts as outlined below:

a. C2a would be a non-automobile-oriented commercial classification. It would exclude uses such as "drive in" restaurants, convenience stores, automobile sales, car washes and gas stations but would allow all other uses now permitted in the C2 district. Such a zoning classification would be appropriate where strip-type commercial zoning is located in close proximity to residential property.

b. C2b would allow all uses presently permitted by the present C2 regulations. It would be an appropriate zoning classification at the intersection of arterial streets but would not be appropriate as strip-type zoning.

#### Cooperation With Area Associations

Every effort should be made to coordinate the interests of the neighborhood with the interests of the business associations in and around the Volker neighborhood. This could include discussions of maintaining a variety of retail shops and services in the area and public improvements that could benefit the neighborhood or the commercial areas. Public improvements might include street, sidewalk, and curb repairs and street lighting on Westport Road and 39th Street.

#### Buffering Requirements

The Zoning Ordinance should be amended in order to require greater buffering between commercial uses, including parking lots, and residential properties as outlined below:

a. Service areas and parking lots should be screened with a solid six-foot-high screening fence. Screening should be of

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wood, or preferably masonry, construction. Over time masonry requires less maintenance.

b. A landscape plan should be required for all parking lots which contain spaces for more than 5 vehicles.

c. For larger lots trees planted within islands within the interior of the lot should be required.

### **3) Redevelopment Areas**

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The third major land use issue was areas where redevelopment might occur. There are three areas within the neighborhood which might redevelop in the long term because of an existing poor street design or the incompatibility of adjacent land uses. These areas include a) The 3900 block of State Line Road, b) Wiedenmann Place, and c) Greenwood Place. It is not the policy of this plan to encourage redevelopment of these areas but rather to guide redevelopment if it does occur. The present single-family character of these areas should be maintained until acceptable redevelopment plans are proposed.

Any redevelopment in these three areas should occur in a planned and coherent manner. In order to help assure that this goal is met the following policies should apply to any proposed redevelopment.

With the exception of existing apartment buildings, the single-family character of the interior of the neighborhood should be preserved. Commercial development should generally be limited to the existing commercial zones along Westport Road and 39th Street. The former site of the Calvary Bible College is shown as multifamily in accordance with the current redevelopment plan. It is anticipated that this plan for redevelopment of the site as housing for the elderly will be successful. However, if there is any future redevelopment of this site which differs from the currently approved plan, it should preserve the historic character of the site and be compatible with the residential character of the neighborhood.

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### Compatible Use

The use of these areas must be compatible with the adjacent residential areas and should not generate large volumes of traffic, noise, or light. Appropriate uses might include medium-density residential, low-density office and limited retail. The capacity of the streets in this area will be a limiting factor on the density of office and retail uses in these areas.

### Medium Density

The maximum residential density on these sites should be 15 units per acre, and these areas should be zoned R3 or R4, so as to provide a medium density transition between adjacent low density residential areas and non-residential areas. And further, this plan recommends that any residential development be a planned development using one of the zoning districts allowing for a planned development (i.e., PD, CUP, Group Housing Project, or Limited District).

### Design

Any non-residential development at these sites should be oriented away from adjacent residential uses. Service areas should be screened with solid masonry walls a minimum of six feet in height. The height of any structures at these sites should be limited to 2 1/2 stories or 35 feet. Parking areas should be screened and landscaped. Residential development at these sites should adhere to the guidelines contained in the Appendix.

## **TRAFFIC**

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Traffic flow on selected streets within the planning area is indicated on Exhibit 9. Southwest Trafficway, which is located on the eastern border of the Volker neighborhood, is an expressway serving over 35,000 vehicles per day. Westport Road and 39th Street are arterial streets serving over 15,000 and 10,000 vehicles per day respectively. The traffic flow on selected residential streets within the area is



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also indicated on Exhibit 10. These streets serve between 400 and 1,600 vehicles per day.

The increased intensity of development east of the Southwest Trafficway in the vicinity of Westport Square and the apartment complex proposed at 40th and Mill Streets may contribute to the increase in through traffic within the planning area. The intersection of 40th Street and the Southwest Trafficway is of particular concern because it permits traffic from the east side of the trafficway to enter the Volker neighborhood.

### **Traffic Management**

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Discouraging through traffic from using residential streets within the neighborhood and reducing present conflicts between residential areas and traffic are goals of this plan. In order to help achieve these goals, the City Public Works Department and the neighborhood should continue to monitor traffic conditions within the area and implement solutions to identified problems. The following are traffic management techniques which could be used to discourage through traffic in the neighborhood.

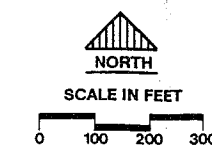
- 1) One-way streets and the placement of stop signs on appropriate streets should be used in order to discourage through traffic from using residential streets as a short-cut through the neighborhood.
- 2) In order to discourage through traffic from using Roanoke as a short-cut through the neighborhood, the Public Works Department should investigate the narrowing or selective closing of streets.
- 3) Enhance pedestrian crossings with signs and markings on Westport Road and 39th Street in order to help assure pedestrian safety in commercial areas.
- 4) Landscaping along the western portion of the right-of-way of the Southwest Trafficway should be put in place to serve as a buffer and sound barrier between the trafficway and the neighborhood.



## SOUTH VOLKER NEIGHBORHOOD PLAN

### TRAFFIC FLOW

-  STREETS FOR WHICH COUNTS ARE AVAILABLE
-  24 HOUR TWO WAY COUNT



Prepared by  
CITY DEVELOPMENT DEPARTMENT  
PLANNING & URBAN DESIGN DIVISION JULY 1989

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5) The intersection of the Southwest Trafficway and 40th Street should be designed to prevent traffic from east of the trafficway from crossing the trafficway onto 40th Street west of the trafficway.

6) The intersection of Westport Road and Roanoke Parkway should be redesigned and signals upgraded to increase pedestrian safety.

## **AESTHETICS**

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The appearance of the Volker neighborhood is generally characterized by well-kept single-family homes with occasional older 6-plex apartment buildings. Most of the houses in the neighborhood were built prior to 1930 and are of a similar scale, ranging from 1 1/2 to 2 1/2 stories in height. Typical building materials include stone, brick, veneer and clapboard siding. Styles representative of the area are bungalows, foursquare, and "shirtwaist". Most observe a uniform setback from the street, are oriented toward the street and contain front porches. The older apartment buildings within the neighborhood, built before 1930, are generally three stories in height, of brick construction, contain a central entranceway, contain decorated cornices, and often contain front porches supported by columns. The scale, building details, porch details, and orientation toward the street are all characteristics of the older structures in the neighborhood that contribute to the creation of a prewar ambiance and character.

The design of many of the apartment buildings constructed within the neighborhood since 1950 and recently constructed duplexes lacks the details characteristic of the older structures in the neighborhood.

Remodeling of some of the older homes in the neighborhood has resulted in the removal of details and porches, and covering of original building materials and details with asbestos or aluminum siding. Such remodeling that is insensitive to the original design of a structure may detract

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from the overall appearance of the neighborhood.

In addition to the appearance of individual properties and structures, the public sections of the neighborhood, such as streets and sidewalks, play a major role in the formation and definition of the neighborhood's character. The major streets (Westport Road, Southwest Trafficway, State Line Road, and 39th Street) are entry points where first impressions of the neighborhood are formed. These streets are in essence the "front doors" of the neighborhood and are used and seen by those passing by the neighborhood as well as by neighborhood residents. The interior streets of the neighborhood are also seen by visitors, but for the most part are used by neighborhood residents. Public improvements such as landscaping, repair of streets and sidewalks, street lighting, and neighborhood entrance markers can be used to define the neighborhood, establish attractive entry points, and enhance the appearance of residential streets. The half-cent sales tax for capital improvements is a source of funding which can be used to pay for such improvements.

A goal for the neighborhood is to preserve and upgrade the appearance of the neighborhood. In order to help achieve this goal, the following should be implemented:

- 1) Design guidelines for infill housing and the remodeling of existing housing have been prepared and are contained in the Appendix. Although not a requirement of the building code or zoning ordinance, these guidelines should be used by developers and property owners to help assure that new construction and remodeling are compatible with the character of the neighborhood. The City Development Department, City Plan Commission, Board of Zoning Adjustment, and City Council should use these guidelines when evaluating proposals for rezonings or requests for variances.
- 2) Neighborhood markers similar to the markers located at Southwest Trafficway and Westport Road should be located at 39th Street and State Line Road and 39th Street and Southwest Trafficway.

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3) Over the past several years sidewalks and curbs throughout the neighborhood have been repaired, and only a few remaining areas require additional work. Continued maintenance of sidewalks and curbs should be an ongoing element of the public improvement program. The blue and white ceramic tiles (set in the concrete of the sidewalks) that are used to label street intersections should be repaired and replaced when sidewalks are repaired.

4) Eligible buildings should be nominated to the national and local registers of historic places. The Historic Kansas City Foundation is currently conducting a survey of properties within a large portion of the planning area (the area west of Roanoke Road). This survey will identify which buildings are eligible for nomination to the National Register of Historic Places. The same criteria are used to determine eligibility for the local register of historic places. Buildings that are on the local register must be reviewed by the Landmarks Commission prior to demolition or alteration. This review process helps assure the preservation of significant landmarks.

There are buildings within the neighborhood that may not be eligible for inclusion on the local register, but that contribute to the character of the neighborhood and should be preserved. The City should work with the neighborhood to develop a list of such buildings. The design guidelines contained in Appendix A are intended to promote conservation of these structures, as well as the general character of the neighborhood.

5) Landscaping can be used throughout the neighborhood to improve the appearance of the public street rights-of-way and private properties. In order to encourage investment in and maintenance of landscaping, the neighborhood should designate a committee to serve as a clearing-house of information about plant materials, landscaping techniques, and guidelines for the Volker neighborhood. This committee should also serve as a liaison between the neighborhood and the Parks and Recreation Department regarding the planting of street trees in the neighborhood.

**6) The western right-of-way of Southwest Trafficway on the eastern boundary of the neighborhood has been identified as a priority area for landscaping. Plantings at this location will improve the appearance of the neighborhood and serve as a sound buffer between the trafficway and the neighborhood.**

## **SECTION III IMPLEMENTATION**

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## IMPLEMENTATION

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A major means of implementing the South Volker Neighborhood Plan will be use of the plan, and especially the planning recommendations and design guidelines, during City reviews of such things as development proposals and liquor license requests. In addition, these proactive steps should be taken:

- 1) The City Development Department and the neighborhood should work together to present a rezoning request to the City Plan Commission and Council to change the zoning in the area from R2b to R2a.
- 2) The neighborhood should prioritize recommended capital improvements and seek funding for those improvements.
- 3) The neighborhood should prepare a pamphlet for prospective home buyers and make it available through realtors who work in the midtown area.
- 4) The neighborhood should organize a system for reporting code violations to the proper City departments, including both housing code and zoning ordinance violations.
- 5) The neighborhood should apply for systematic inspections every five years.
- 6) The neighborhood should publish the mechanism for reporting code violations and the requirements of the Zoning Ordinance through its neighborhood meetings and its newsletter.
- 7) The neighborhood and business associations should work together to identify needed retail uses and to find ways to encourage such uses in the area.
- 8) The neighborhood should help the City monitor traffic conditions in the neighborhood and should recommend when physical changes need to be made to discourage through traffic in the neighborhood.



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9) The neighborhood should develop and disseminate information on appropriate and complementary landscaping materials for the neighborhood.

10) The City Development Department should prepare an amendment to the Zoning Ordinance that creates a non-automobile-oriented commercial district.

11) The City Development Department should prepare an amendment to the Zoning Ordinance that requires greater buffering between commercial and residential uses.

12) The Landmarks Commission and the neighborhood should work together to identify buildings that are not eligible for the local historic register but that should be preserved.

13) The Landmarks Commission should nominate eligible buildings for the national and local historic registers.

It is the City's intention that this plan be used to evaluate future proposals for the Volker neighborhood and to work with the residents of the area to implement as much of this plan as is feasible, so as to maintain the quality environment of the Volker neighborhood.

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## **APPENDIX**

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# **URBAN DESIGN GUIDELINES FOR THE SOUTH VOLKER NEIGHBORHOOD**

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## **1. INTRODUCTION**

All work, including renovation, new construction and change of use, done in the planning area must conform to all applicable codes and ordinances of Kansas City, Missouri.

The following guidelines for renovation and new construction should be used in conjunction with, not in lieu of, applicable codes and ordinances.

## **2. REHABILITATION**

- a. Every reasonable effort shall be made to minimize the alteration of the street frontage(s) of a housing unit.
- b. The distinguishing original qualities or character of a building should be retained to the extent possible.
- c. Alterations that severely contrast in design with a building or with surrounding buildings should be discouraged.
- d. Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure, or site should be retained to the extent possible.
- e. Deteriorated architectural features should be repaired rather than replaced wherever possible.
- f. The surface cleaning of structures should be undertaken with the gentlest means possible.
- g. Contemporary design for alterations and additions to existing properties should not be discouraged when such alterations and additions do not destroy significant architectural material, and such is compatible with the size, scale, color, material, and character of the property or neighborhood.
- h. Whenever possible, new additions or alterations to structures should be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would not be impaired.

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i South Volker contains a diversity of building types, but even these diverse styles have common features, including consistent design of building bases, cornices, entrances, and windows. Renovation should be done in a manner that preserves these consistent design elements, according to the following guidelines:

- Preserve existing building detail of base, cornices, entry, and windows whenever possible.
- Replace missing detail features on existing buildings whenever possible.
- When general renovation is being done, remove highly visible building additions that are not compatible with the character of the original building or modify them to upgrade their quality and detailing to a level more compatible with the original building.
- Incorporate a level of detail at the base, cornice, entrance and windows of additions to existing buildings, where additions are exposed to the public right-of-way, sympathetic with that of the original building.
- Choose materials, colors, and textures for additions to existing buildings that harmonize with those in the original building.
- Locate new mechanical equipment so that it is inconspicuous from the public right-of-way.
- Restrict residential signage (i.e. informational signs, vacancies, rental information) to discrete yards signs less than six sq. ft. in size. Construct signs in colors and materials appropriate to the character of the area. These signs should be located inconspicuously within the boundaries of the property they reference.
- Choose a single color for non-permanent detail features such as entry canopies and window awnings when they are used on buildings in commercial areas.
- Keep a minimum of 50% of the ground floor facade of commercial buildings transparent.

### 3. NEW (INFILL) CONSTRUCTION

The following guidelines should be used to guide the form of infill development on vacant lots or to guide infill housing redevelopment. These guidelines are listed under four categories:

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a. Building Form and Placement

- The bulk and form of new construction should be designed to be compatible in scale and design with adjacent buildings or to provide appropriate transitions in scale to the adjacent residences. New residential construction should relate to the placement of existing buildings by observing front, back, and side yard setbacks.
- For new construction, the building footprint and parking lot area should not exceed 70% of the building site.
- New buildings should be oriented with the entrance facade toward the street; building entries for the pedestrian should be located with direct access to the public sidewalk and street.
- Any new building should be placed on its site so that the entrance facade is located at the same setback line as the existing buildings along the street.
- New apartment buildings should incorporate the form and architectural design elements of the single-family residences that exist in the South Volker area. These elements include prominent front doors, chimneys, front porches and balconies. Hipped and gabled roofs of a pitch and shingle material compatible with those predominant in the adjoining residences are highly recommended.
- The use of residential building materials common to the South Volker area is also recommended. These include materials such as stucco, stone, brick, clapboard or lap siding, and doublehung windows with panes. The use of materials that are not complementary to the Volker neighborhood or other non-urban materials is discouraged. These non-urban materials include but are not limited to the following: imitation masonry materials, mansard shingled roofs, metal panels, concrete panels, plywood siding, or cedar siding.
- Proportioning of doors and windows on the primary facade should be in harmony with those of the existing buildings.
- Garage entrances should not be prominent elements of the primary facade, but should be located at the side or back of a lot.

b. Parking

- All parking facilities, especially surface parking lots, should be buffered from all surrounding streets, parks and boulevards. This buffer zone should consist of a

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landscaped area containing either raised planters or a decorative screen wall. Street trees should be added whenever possible.

- Parking facilities including garages should be located at the back or side of a lot.
- Surface parking lots should not be located between the street facade of new buildings and existing streets.
- Curb cuts for new parking lots should be kept to a minimum. Curb cuts for new parking lots should be at least 75 feet from a street intersection.
- Lighting should be provided for all parking facilities and sidewalks. Lighting should be designed to avoid undesirable spillage or glare on adjoining properties.
- Sidewalks should be provided from parking facilities to the existing street and to new building entrances.

c. Streetscape/Landscape

- Residential areas should continue to be well-landscaped with street trees as well as planting adjacent to new buildings.
- Sideyards should be adequately landscaped, especially when balconies are overlooking the sideyards.
- New sidewalks should be constructed for all new development in order to provide adequate pedestrian circulation.
- A buffer zone will be required between residential development and commercial development as stated in the zoning ordinance. This buffer can be a dense landscaped screen or a decorative screen wall. If a landscaped screen is used, evergreen plant materials are required in order to provide year round screening.
- All utility lines, if not located underground, should be located along the rear yard or backyard if possible. Utility meters should not be located in the front yard or on the building facade that parallels the street. Plant materials should be used to screen utility meters.

d. Signage

- All signage used to identify multifamily residential units should be wall

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mounted, and located above the building entry and below the second story windows. Individual letters are preferred and should be applied directly to the wall, door, or canopy and not to a plaque.